

## § 93.83

Latitude 30°11'01" N., Longitude 85°56'00" W.; then 3 NM from and parallel to the shoreline to Latitude 30°19'46" N., Longitude 86°23'45" W.; to the beginning.

[Amdt. 93-70, 59 FR 46154, Sept. 6, 1994]

### § 93.83 Aircraft operations.

(a) *North-South Corridor.* Unless otherwise authorized by ATC (including the Egin Radar Control Facility), no person may operate an aircraft in flight within the North-South Corridor designated in § 93.81(b)(1) unless—

(1) Before operating within the corridor, that person obtains a clearance from the Egin Radar Control Facility or an appropriate FAA ATC facility; and

(2) That person maintains two-way radio communication with the Egin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

(b) *East-West Corridor.* Unless otherwise authorized by ATC (including the Egin Radar Control Facility), no person may operate an aircraft in flight within the East-West Corridor designated in § 93.81(b)(2) unless—

(1) Before operating within the corridor, that person establishes two-way radio communications with Egin Radar Control Facility or an appropriate FAA ATC facility and receives an ATC advisory concerning operations being conducted therein; and

(2) That person maintains two-way radio communications with the Egin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

[Amdt. 93-70, 59 FR 46155, Sept. 6, 1994]

## Subparts G-I [Reserved]

## Subpart J—Lorain County Regional Airport Traffic Rule

### § 93.117 Applicability.

This subpart prescribes a special air traffic rule for the Lorain County Regional Airport, Lorain County, OH.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

### § 93.119 Aircraft operations.

Each person piloting an airplane landing at the Lorain County Regional Airport shall enter the traffic pattern

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north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute a departure turn to the north as soon as practicable after takeoff.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

## Subpart K—High Density Traffic Airports

### § 93.121 Applicability.

This subpart designates high density traffic airports and prescribes air traffic rules for operating aircraft, other than helicopters, to or from those airports.

[Doc. No. 9974, 35 FR 16592, Oct. 24, 1970, as amended by Amdt. 93-27, 38 FR 29464, Oct. 25, 1973]

### § 93.123 High density traffic airports.

(a) Each of the following airports is designated as a high density traffic airport and, except as provided in § 93.129 and paragraph (b) of this section, or unless otherwise authorized by ATC, is limited to the hourly number of allocated IFR operations (takeoffs and landings) that may be reserved for the specified classes of users for that airport:

#### IFR OPERATIONS PER HOUR

Class of user	AIRPORT			
	LaGuardia <sup>4</sup> , 5	Newark	O'Hare <sup>2</sup> , 3, 5	Ronald Reagan National <sup>1</sup>
Air carriers ..	48	40	120	37
Commuters ..	14	10	25	11
Other .....	6	10	10	12

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	Air carriers	Commuters	Other
1500 .....	69	15	2
1600 .....	74	12	2
1700 .....	80	13	0
1800 .....	75	10	2
1900 .....	63	12	2

<sup>1</sup>Washington National Airport operations are subject to modifications per Section 93.124.

<sup>2</sup>The hour period in effect at O'Hare begins at 6:45 a.m. and continues in 30-minute increments until 9:15 p.m.

<sup>3</sup>Operations at O'Hare International Airport shall not—

(a) Except as provided in paragraph (c) of the note, exceed 62 for air carriers and 13 for commuters and 5 for "other" during any 30-minute period beginning at 6:45 a.m. and continuing every 30 minutes thereafter.